

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA - II - 009

Name: Booth's Mill Bridge

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT No. WA-II-009Name and SHA No. Booth's Mill Bridge (21038)**Location:**Street/Road Name and Number: Maryland Route 68 over Antietam CreekCity/Town: Boonsboro ☒ vicinityCounty: WashingtonOwnership: ☒ State ☐ County ☐ Municipal ☐ OtherThis bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ LandIs the bridge located within a designated district: ☐ yes ☒ no☐ NR listed district ☐ NR determined eligible district☐ locally designated ☐ other

Name of District _____

Bridge Type:☐ Timber Bridge☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete☒ Stone Arch☐ Metal Truss Bridge☐ Movable Bridge☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf☐ Vertical Lift ☐ Retractable ☐ Pontoon☐ Metal Girder☐ Rolled Girder ☐ Rolled Girder Concrete Encased☐ Plate Girder ☐ Plate Girder Concrete Encased☐ Metal Suspension☐ Metal Arch☐ Metal Cantilever☐ Concrete☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame☐ Other Type Name _____

Description:**Describe Setting:**

Booth's Mill Bridge, alternately known as Devil's Backbone or Delemere Bridge, carries Maryland Route 68 over Antietam Creek at the entrance to Devil's Backbone County Park. The bridge is oriented in a roughly north-south direction, and Antietam Creek flows underneath from northeast to southwest. A small dam is located just upstream from the bridge, and a shorter concrete bridge (SHA #21037) spans a former mill race (now filled in) on its northern end. To the northeast of the bridge lies Devil's Backbone County Park containing a parking area, grassy banks, two small brick structures, and a footpath traversing a small wooden bridge over the creek. On the west and south sides of the bridge are the remains of the Delemere complex, which include a former brick residence and extant outbuildings (Maryland Historical Trust site WA-II-018 and Maryland archaeological site 18-WA-422); remains of an early twentieth century power mill, which stands atop the former site of Booth's Mill site (Maryland Historical Trust site WA-II-009 and Maryland archaeological site 18-WA-423); and the former Delemere lime kiln (Maryland archaeological site 18-WA-424).

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This bridge is constructed of coursed local limestone in three segmental arches, high above the water, supported by rounded piers. The arches contain stone voussoirs of even width and size with no obvious keystone.

Bridge measurements were specified in an agreement between the builder and the Washington County Commissioners recorded January 15, 1833. The center arch was to span 38 feet with the flanking arches spanning 31 feet each. The bridge was to be 20 feet wide. Its abutments were to be 10 feet thick and 5 feet high. The wing walls were to be 15 feet in length on the upper east side of the creek and 25 feet in length for those on the west side. The piers were to be 7 feet thick and 5 feet tall. The spandrel walls were to be 21 inches thick and 4 1/2 feet high. The deck was to be surfaced according to the MacAdam plan, with a grade no more than 3 degrees in elevation.

Discuss major alterations:

Booth's Mill Bridge has had no major modifications since its original construction. However, the barrels and lower portions of the piers have been coated with cement, and the parapet walls exhibit a concrete cap. In addition, there is evidence of repointing at various locations on the bridge and resurfacing of the roadbed.

History:**When Built:** 1833**Why Built:** *To replace an older bridge at this location***Who Built:** *Charles Wilson***Who Designed:** *unknown (although detailed specifications were provided by the Washington County Commissioners)***Why Altered:** *stabilization of structure***Was this bridge built as part of an organized bridge building campaign:** *no***Surveyor Analysis:****This bridge may have NR significance for association with:**☒ A Events ☐ B Person☒ C Engineering/Architectural Character**Was the bridge constructed in response to significant events in Maryland or local history?**

As with many stone arch bridges in Washington County, Booth's Mill Bridge was erected near the site of a mill, in this case Booth's Mill (successively known as Delemere Mill), which operated during the late 18th and 19th centuries. The stone arch bridge was commissioned to replace an older bridge at this same location. Milling and agriculture were the primary industries of the county. A large number of mills were built along significant waterways such as Antietam Creek and Conococheague Creek, as well as near smaller tributaries. Many of the region's major roadways led to and serviced these mill sites, which also served as centers for trade and social meetings. Bridges such as Booth's Mill Bridge facilitated travel to and from these mills.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

With its key position in proximity to a mill and along a major thoroughfare, Booth's Mill Bridge played an important role in stimulating transportation and commerce throughout the area. Its presence helped promote growth and development on both a local and regional level.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

Booth's Mill Bridge is located in an area of high historic potential. Should this area be nominated as an historic district, the bridge would be a significant addition to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

Booth's Mill Bridge is a well-preserved example of a stone arch bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the minimal alterations discussed above, Booth's Mill Bridge still possesses integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. However, two of the wing walls are bulging badly and need repair. In general, though, the bridge is in good condition.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Booth's Mill Bridge is potentially eligible under Criterion C as the only known example of a stone arch bridge built solely by Charles Wilson, although he is known to have acted on occasion as an agent for the Lloyds of Pennsylvania, a prominent bridge building firm that erected many of the stone arch bridges in Washington County.

Should this bridge be given further study before significance analysis is made and why?

Booth's Mill Bridge has been well documented in both written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never been submitted to the National Register. It is presently listed in the Maryland Historical Trust's Inventory. No further study is recommended.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name: Alice Crampton/Julie Abell
Organization: Parsons Engineering Science, Inc.
Address: 10521 Rosehaven Street
Fairfax, Virginia 22030-2899

Date: 11/16/94
Telephone: (703) 591-7575

WA-II-009
Booth's Mill Bridge
Boonesboro vicinity
public (unrestricted)

1833

The Booth's Mill Bridge carries Maryland Route 68 across the Antietam Creek at "Devil's Backbone" just north of the mouth of Beaver's Creek near Boonsboro, Maryland. Built in 1833 by Charles Wilson, it is a stone structure of three arches, constructed of coursed local limestone and set high above the water on rounded piers. The three segmental arches are lined with carefully cut voussoirs. The bridge's walls are topped with a concrete coping.

Architecturally, the bridge is significant as an example of the type of bridges built in Washington County and nearby Franklin County, Pennsylvania, during the first half of the 19th century. This bridge and others like it in the county, which now accomodate traffice of a much greater volume and weight than originally designed to carry, are monuments to the engineering capabilities of early 19th century bridge builders. Like many of Washington County's stone arch bridges, it was constructed near a mill where fording and bridge site had long been established. Booth's Mill Bridge is one of six historic stone bridges--part of Maryland's state road system in Washington County, and one of ten historic stone bridges throughout the entire state road network--identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

MAGI#2206863417

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Stone arch bridge, Devil's Backbone				
AND/OR HISTORIC: Booth's Mill Bridge, Delamere Bridge				
2. LOCATION				
STREET AND NUMBER: Route 68 at Antietam Creek				
CITY OR TOWN: northwest of Boonsboro				
STATE Maryland		COUNTY: Washington		
3. CLASSIFICATION				
CATEGORY (Check One) <input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object		OWNERSHIP <input checked="" type="checkbox"/> Public Public Acquisition: <input type="checkbox"/> Private <input type="checkbox"/> In Process <input type="checkbox"/> Both <input type="checkbox"/> Being Considered		STATUS <input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
ACCESSIBLE TO THE PUBLIC				
Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No				
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Park <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Private Residence <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Religious <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum <input type="checkbox"/> Scientific		<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Comments <input type="checkbox"/> Other (Specify) _____		
4. OWNER OF PROPERTY				
OWNER'S NAME: State Highway Administration				
STREET AND NUMBER: 301 West Preston Street				
CITY OR TOWN: Baltimore		STATE: Maryland		21201
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Washington County Court House				
STREET AND NUMBER: West Washington Street				
CITY OR TOWN: Hagerstown		STATE: Maryland		
Title Reference of Current Deed (Book & Pg. #): NN/733				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:		STATE:		

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered < 50%	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Booth's Mill Bridge carries Maryland Route 68 across the Antietam Creek at "Devil's Backbone" just north of the mouth of Beaver Creek in Washington County, Md.

The creek is spanned by a three-arch stone bridge built in 1833 by Charles Wilson. According to an agreement between the Washington County Commissioners and Wilson recorded January 15, 1833, a stone arch bridge was to be constructed "over the Antietam Creek, upon the best practicable site at or near the old bridge on the road leading from Williamsport to Boonsboro."¹

The bridge is constructed of coursed local limestone with three segmental arches lined with carefully cut voussoirs. The bridge is set high above the water with rounded piers. Its walls have been topped with a concrete ledge. The structure shows evidence of repointing.

The agreement between Wilson and the Commissioners specified that the bridge was to be 20 feet wide in the clear with the center arch spanning 38 feet. The flanking arches were to span 31 feet. The abutments were to be ten feet thick and five feet high and the piers seven feet thick and five feet high. It was further specified that the curtain walls were to be four and a half feet high and 21 inches thick and the wing walls in the upper east side of the creek to be 15 feet long while those on the lower side 25 feet long. Apparently both wing walls on the west side were to be 25 feet in length. The agreement concluded specifying that the grade not be more than three degrees elevation and be turnpiked on the MacAdam plan. The curtain walls were to be finished with 3/4 inch seasoned pine boards. The work was to be completed by November 15, 1833 at the cost of \$2,700.

The site of Booth's Mill, for which the bridge is named, is located on the west bank of the creek just south of the bridge. South of the mill site is "Delamere," regarding as the home of Reverend Bartholomew Booth who operated a boys school there as early as 1776. (See WA-II-019.)

North and west of the bridge is Devil's Backbone County Park which includes 12 acres of scenic wooded area along the Antietam with part of "Devil's Backbone," an unusual geological formation. (See WA-II-036.)

The bridge appears to be in good to excellent condition and has received little alteration other than maintenance and the resurfacing of Route 68.

¹ Agreement between Charles Wilson and the Commissioners of Washington County, Washington County Land Records, Liber NN, Folio 733, January 15, 1833.

SEE INSTRUCTIONS

1-A

8. SIGNIFICANCE**PERIOD (Check One or More as Appropriate)**

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1833**AREAS OF SIGNIFICANCE (Check One or More as Appropriate)**

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | lasophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

The Booth's Mill Bridge is significant for its architecture, as an example of the engineering abilities of early 19th century bridge builders and for its contribution to commerce and transportation from 1833 to the present.

Architecturally, the structure represents a type of bridge which was used rather extensively in Washington County and nearby Franklin County, Pa. Outside these two counties which comprise the lower Cumberland Valley, stone arch bridges are not common. According to historians, it was at the insistence of the Maryland legislature that stone arch bridges were used for the National Pike because of their greater durability. It is presumed that stone arch bridges were used on other major roads in the county for the same reason. Possibly the use of stone for bridges is parallel to the extensive use of stone as a building material for houses, barns and other structures in the Cumberland Valley. The stone bridges, most of which were built between 1820 and 1850, do appear to reflect a major architectural trend in early 19th century Washington County.

The bridges provide evidence of the engineering abilities of the bridge builders. Accommodating traffic of a much greater volume and weight than they were designed to carry, the bridges, most of which are still in use in Washington County are monuments to the engineering capabilities of the early 19th century builders. This bridge is the only span in the county known to have been built by Charles Wilson. His name, however, is said to be in the records of the Levy Court when Wilson apparently acted as an agent for the Lloyds, another bridge building firm. John Weaver and Silas Harry were other names associated with bridge building in the county.

Finally, Booth's Mill bridge is important for its contribution to commerce and transportation from 1833 to the present. Like many of Washington County's stone arch bridges, it was constructed near a mill where a fording and bridge site had long been established. The bridge would facilitate access to the mill and aid in transportation of goods to and from the mill. Grist milling was a major part of the economy in early Washington County causing the mills to be important centers of trade as well as places for social gatherings. It appears that many of the early roads in the county were those that led to the mills and it was those roads which received the stone bridges.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Washington County Land Records.
 Washington County Museum of Fine Arts, exhibition catalog, "Bridges" Our Legacy on Stone," August-September, 1965.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

Quadrangle Name: Funkstown, Maryland

Quadrangle Scale: 1: 24,000

UTM References: 18.267070.439710

(John Hnedak additions, 1980)

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

Paula Stoner Dickey, Consultant

ORGANIZATION

Washington County Historical Sites Survey

DATE

March, 1975

STREET AND NUMBER:

Court House Annex

CITY OR TOWN:

Hagerstown

STATE

Maryland

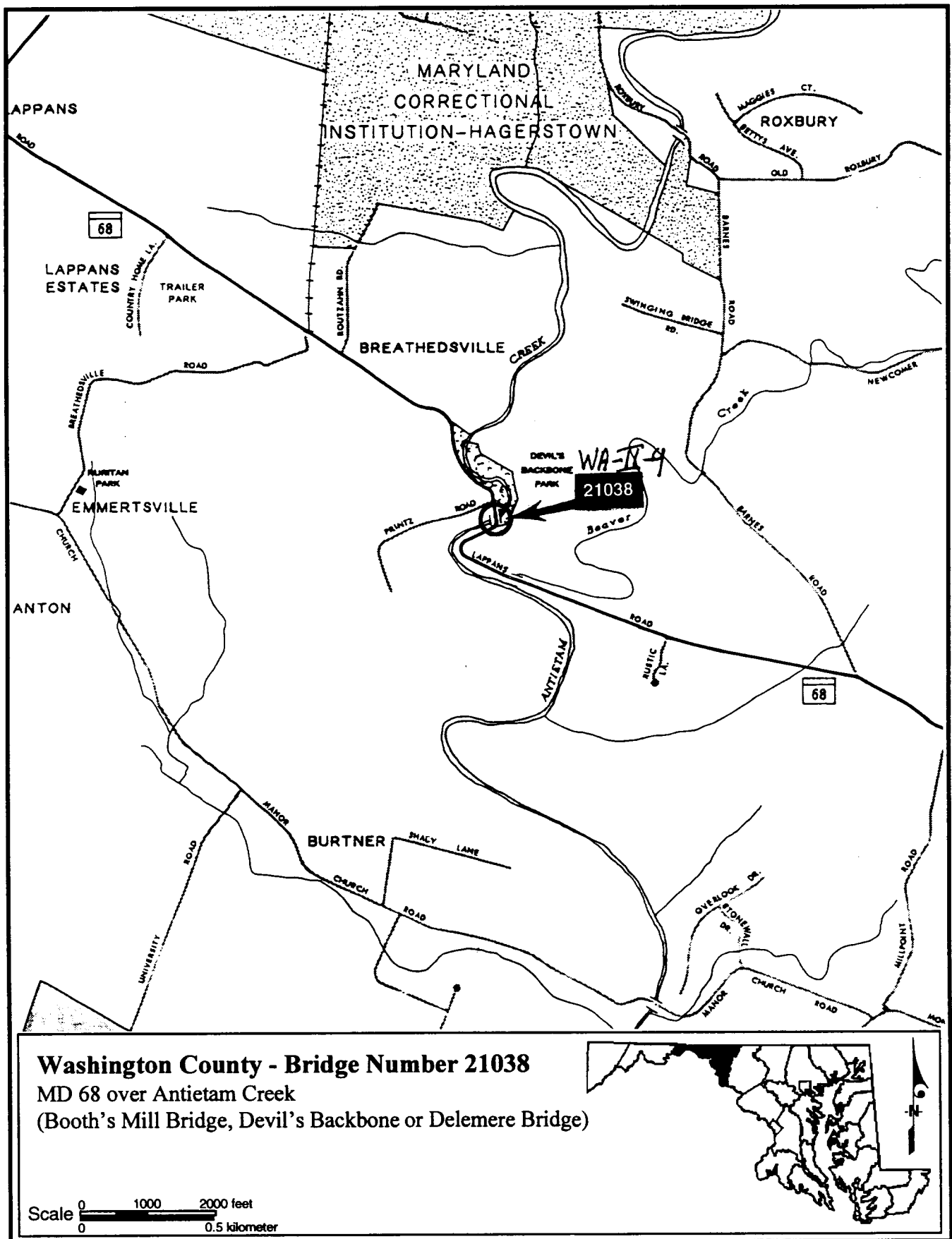
12.

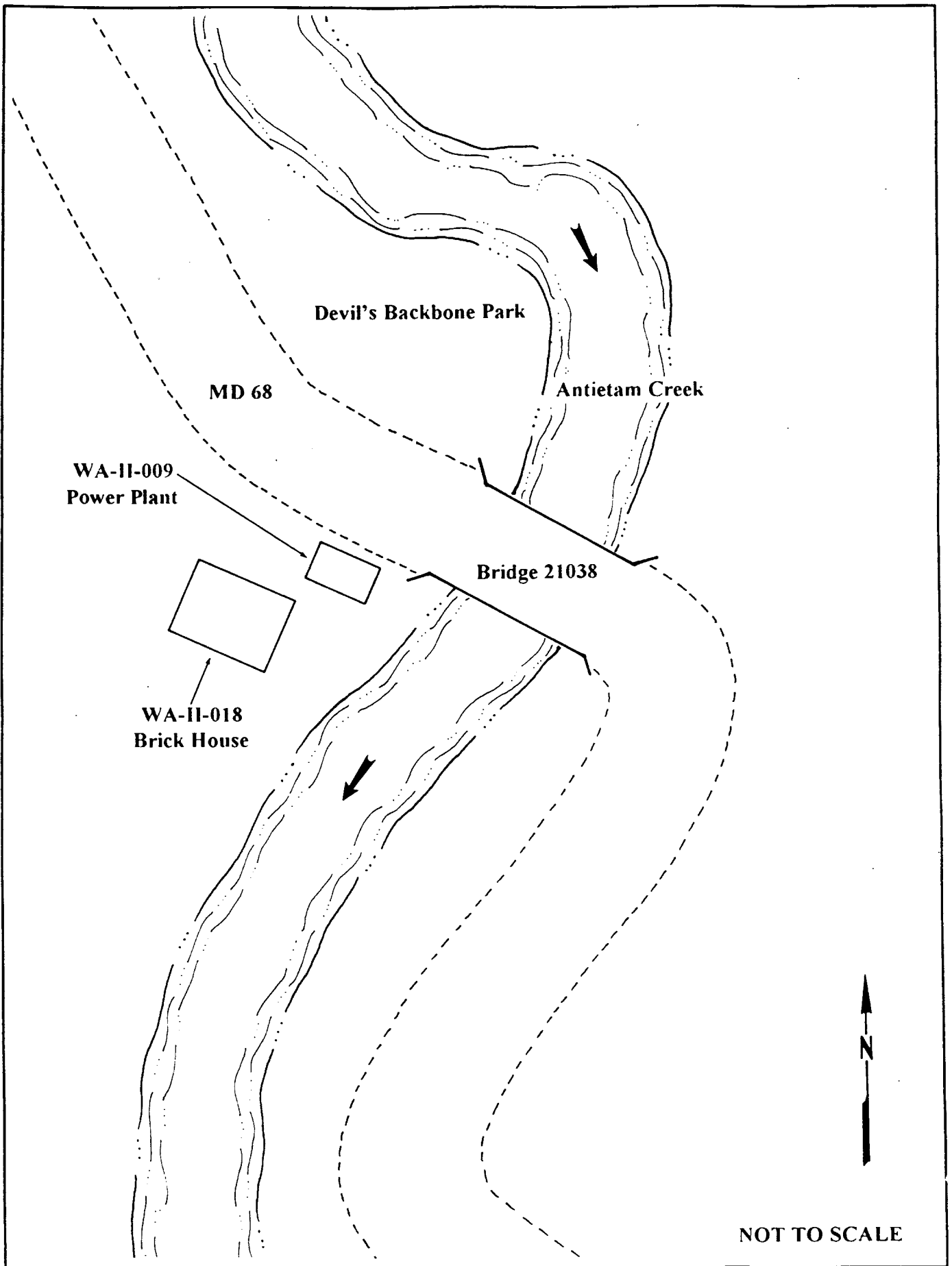
State Liaison Officer Review: (Office Use Only)

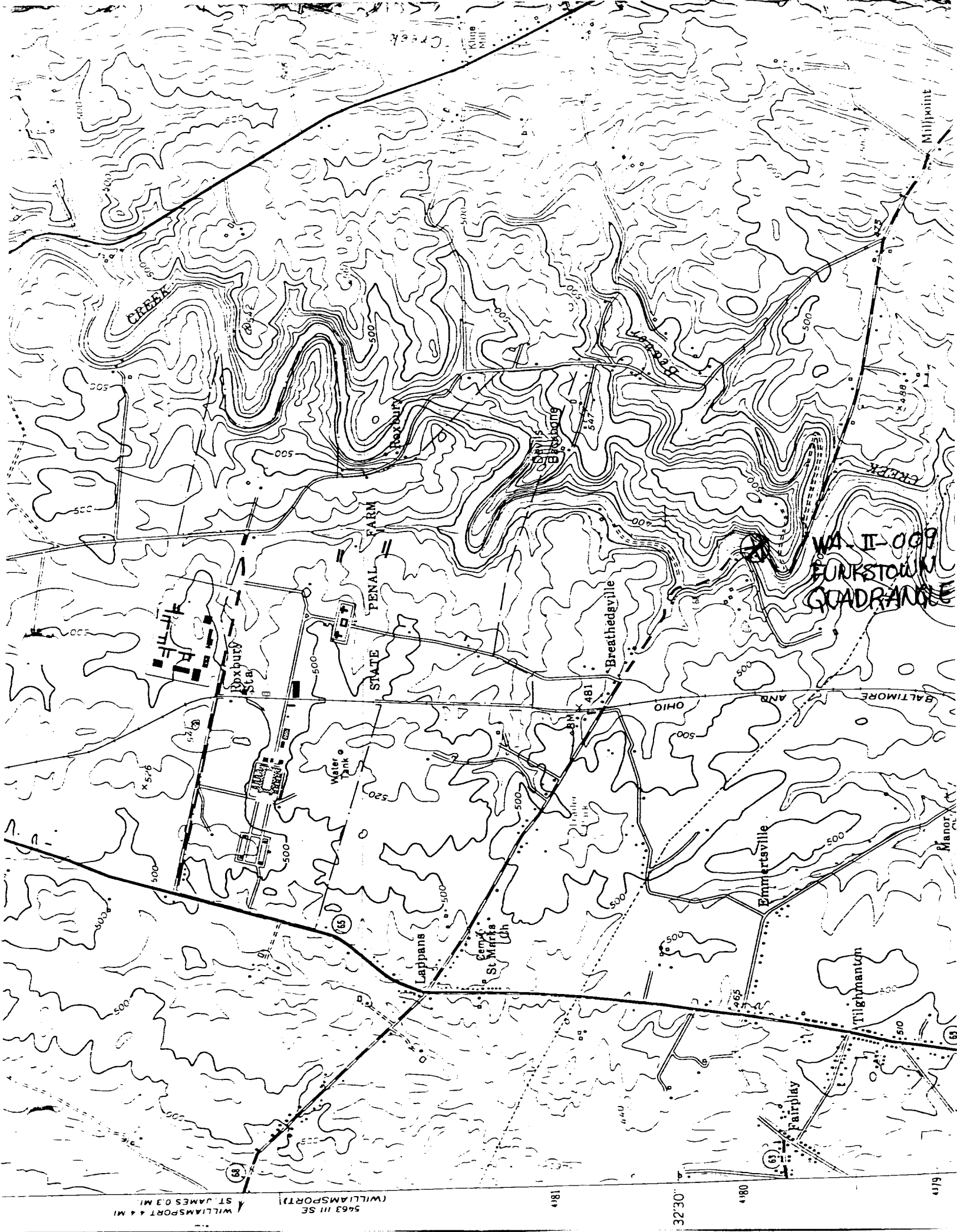
Significance of this property is:

National ☐ State ☐ Local ☐

Signature







WILLIAMSPORT 4 MI. ST. JAMES 0.3 MI.
5663 III SE (WILLIAMSPORT)

187

32°30'

480

479



WA-TI-009

Booth's Mill Bridge (21038)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation

1 of 7



WA-II-CC9

Broth's Mill Bridge (21038)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

West Elevation

2 of 7



WA-II-009

Booth's Mill Bridge (21038)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

West elevation

3 of 7



WA-II-009

Booth's Mill Bridge (21038)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking north

11 of 7



1. The first thing I noticed
when I stepped out of the plane
was the cold, crisp air.
It felt like a fresh blanket.
The sun was shining brightly
on the snow-covered ground.
I had never seen snow before.

It was a beautiful sight.
The snow was so white and soft.
I had heard it was like sugar.
Approaching the town, I saw
a small village nestled in the snow.



WA-II-009

Booth's Mill Bridge (21038)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Mill remains (WA-II-326), west elevation
and creek

6 of 7



WA-II-009

Booth's Mill Bridge (21038)

Washington County, Maryland

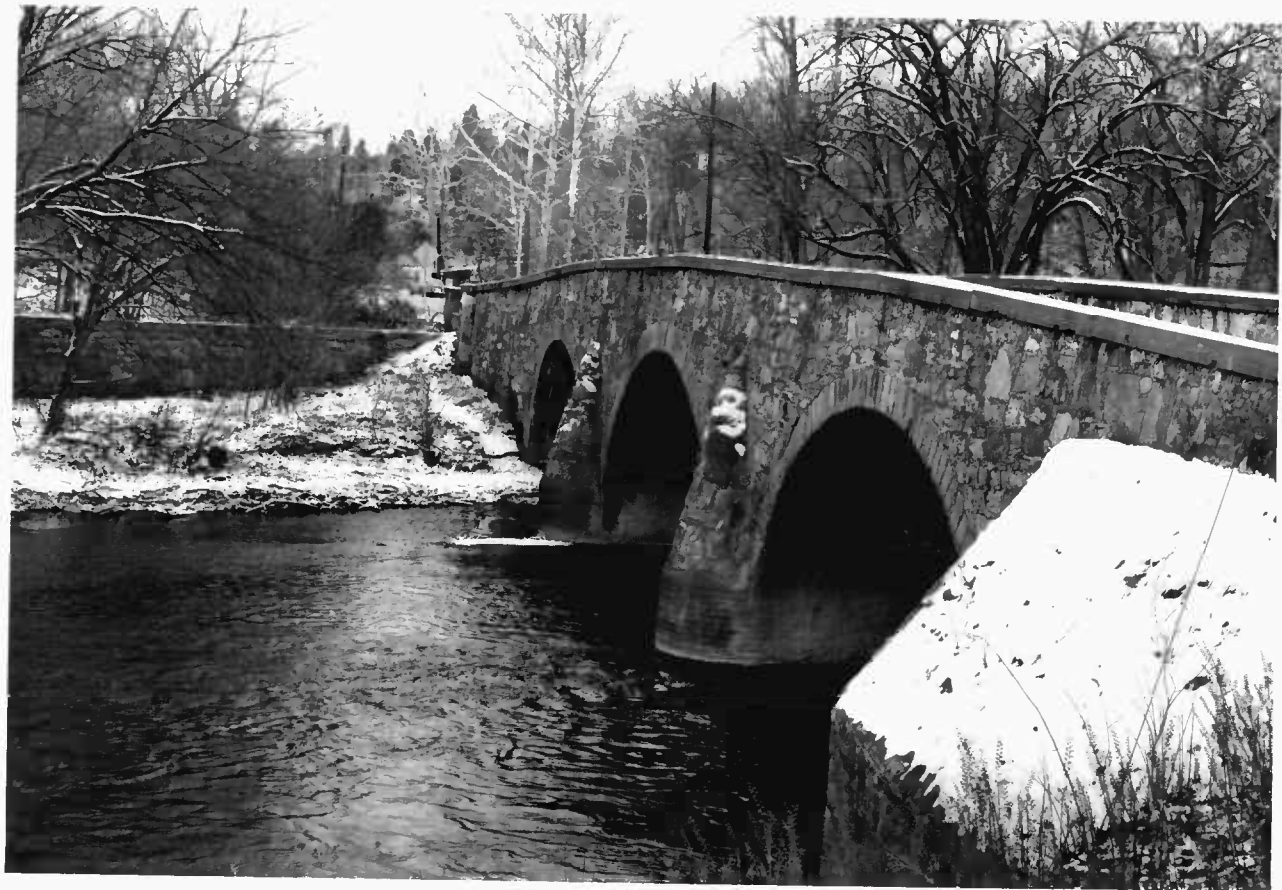
Julie Abell

11/94

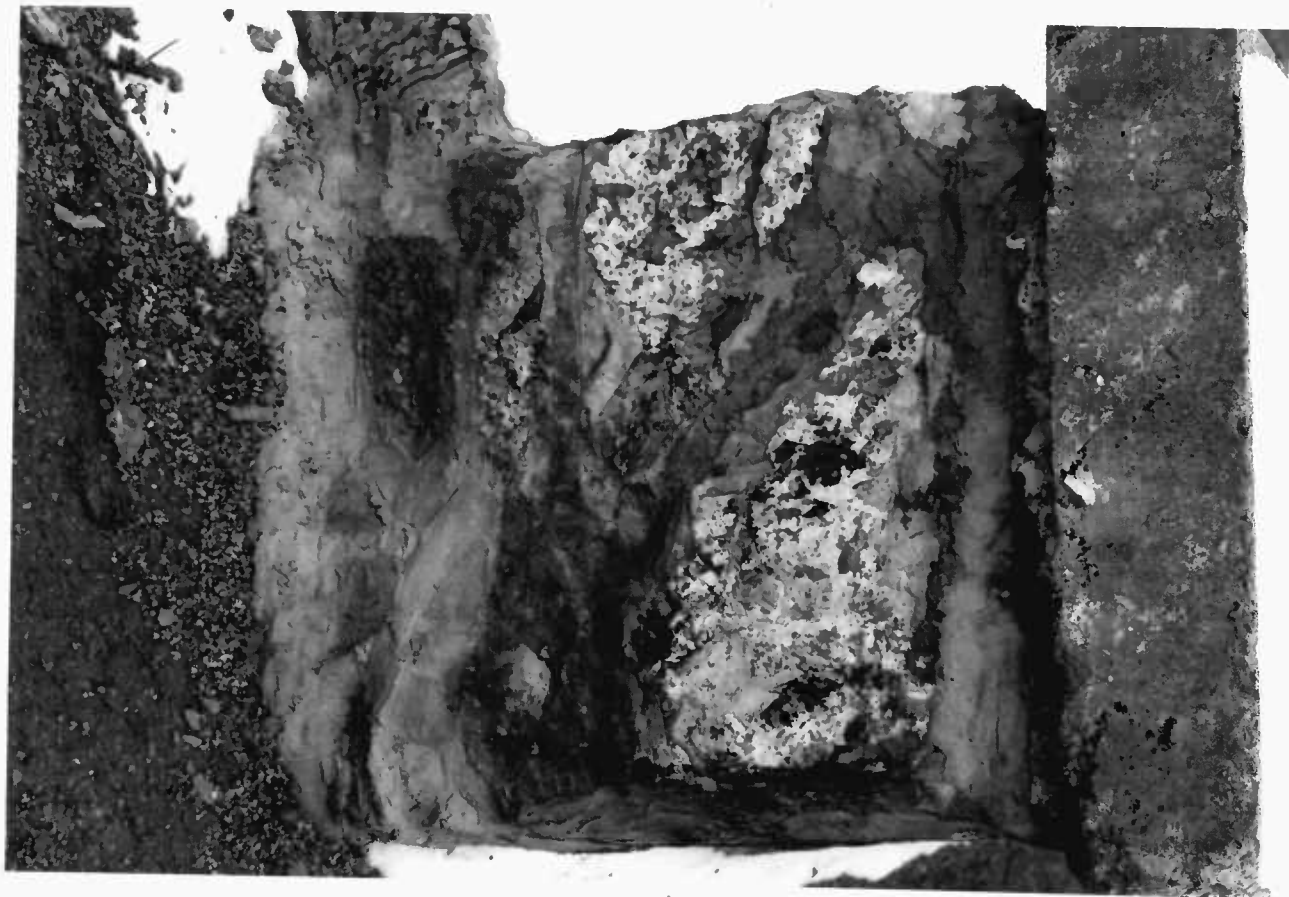
Maryland State Highway Administration

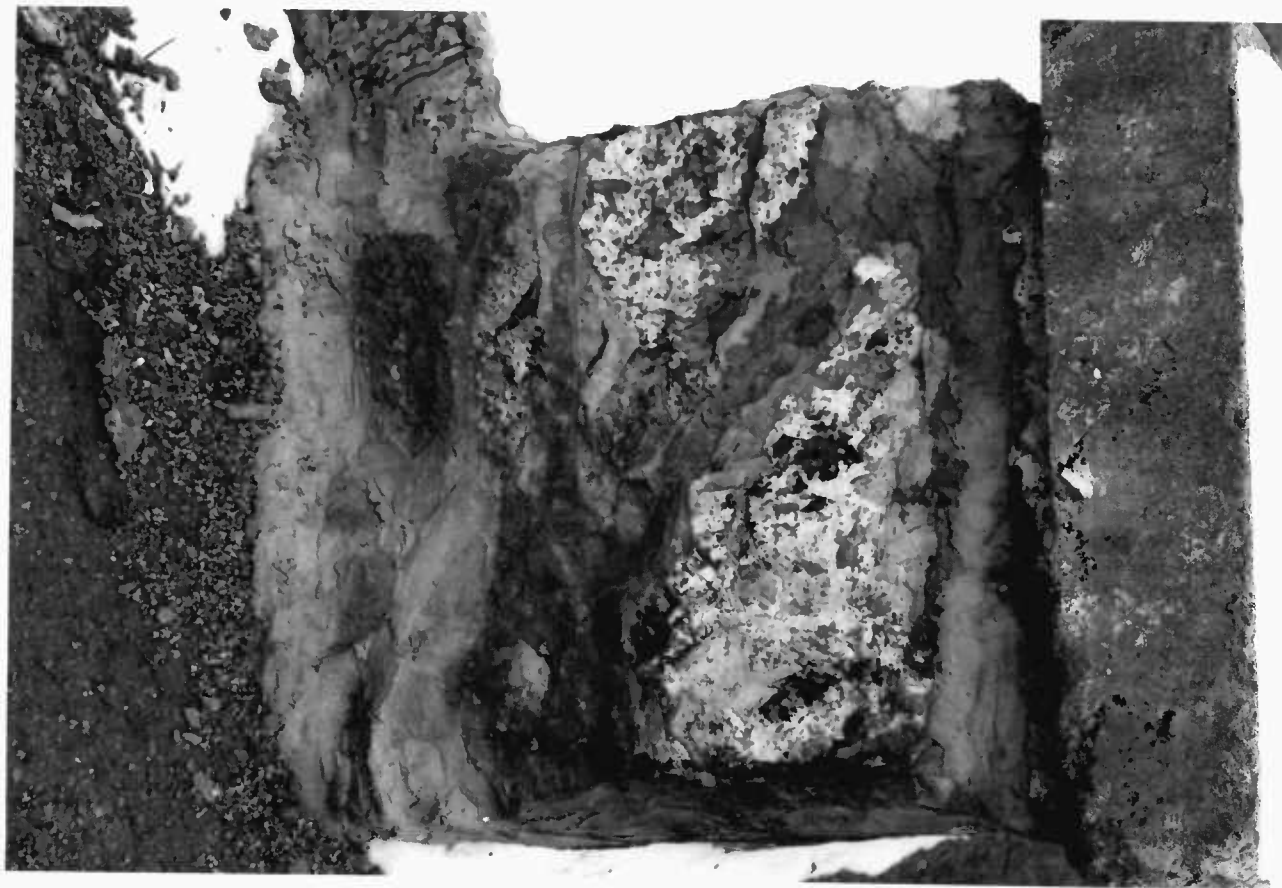
Mill remains (WA-II-336) to northwest
of bridge

7 of 7











PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO.
HISTORICAL SITES SURVEY



BOOTH'S. W. W. F. 1930. U.S. 1930.

S.W. 2130.
NO. 100 60 2130 1930 1930
1930 1930 1930 1930 1930

1930 1930 1930 1930 1930

1930 1930 1930 1930 1930

1930 1930 1930 1930 1930